

FINAL REPORT

STRATEGIC REGIONAL ARTERIAL

IL 25/DUNHAM RD/KIRK RD/FARNSWORTH AVE
U.S. Route 34 to Illinois Route 62

MARCH, 1997

By:



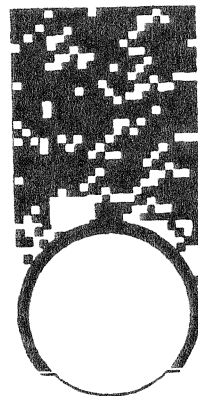
DAMES & MOORE

A DAMES & MOORE GROUP COMPANY

For:



**Illinois Department
of Transportation**



**Operation
Greenlight**

FOREWORD

This Strategic Regional Arterial (SRA) report for Illinois Route 25 Corridor has been prepared for the Illinois Department of Transportation and the Chicago Area Transportation Study by Dames & Moore/MCE.

Illinois Route 25/Dunham Road/Kirk Road/Farnsworth Avenue (Illinois Route 25 Corridor) is a Strategic Regional Arterial from U.S. Route 34 to Illinois Route 62. As a SRA route, Illinois Route 25 Corridor is intended to function as part of a regional arterial system. This report is one element of a long range plan for all routes in the SRA network. Together, the route studies constitute a comprehensive, coordinated plan for the entire SRA network.

Included in this report are a description of the SRA study objectives and process, a detailed exposition and analysis of the existing route conditions, recommendations for ultimate improvements, and documentation of the public involvement process including citizen comments.

EXECUTIVE SUMMARY

The Illinois Route 25/Dunham Road/Kirk Road/Farnsworth Avenue (Illinois Route 25 Corridor) has been divided into six sections for a detailed analysis. Recommendations for long range improvements (Year 2010) have been developed for each route section. A summary of the major recommendations is presented below.

Section 1 - Farnsworth Avenue - U.S. Route 34 to New York Street

- Develop two 12-foot lanes in either direction, and a barrier/flush median with an adjacent curb and gutter. Additional right-of-way will be acquired along Farnsworth Avenue.
- Intersection of Farnsworth Avenue & U.S. Route 34 needs to be signalized and expanded. The proposed lane configuration for the north-south legs will consist of a left turn lane, two through lanes with a shared right turn lane. The east-west legs will consist of dual left turn lanes, two through lanes and a right turn lane on U.S. Route 34.
- Evaluate the need for a signalized intersection at Montgomery Road, Simms Street and Fifth Avenue as development warrants.
- Expand the intersection of Farnsworth Avenue and New York Street. The proposed lane configuration for north and south legs will consist of a left turn lane, three through lanes with shared right turn lane. The east and west legs will consist of a left turn lane, two through lanes with a shared right turn lane.

Section 2 - Farnsworth Avenue - New York Street to Illinois Route 56

- Develop two 12-foot lanes in each direction, with a barrier/flush median and adjacent curb & gutter. Additional right-of-way will be required.
- Evaluate the need for a signalized intersection at Dearborn Avenue, Mountain Street and Bilter Road as development warrants.
- Expand the intersection of Farnsworth Avenue and Illinois Route 56. The lane configurations for north-south legs will consist of dual left turn lanes, three through lanes and a right turn lane. The east-west legs will consist of dual left turn lanes, two through lanes and a right turn lane.

Section 3 - Kirk Road - Illinois Route 56 to Illinois Route 64

- Develop three 12-foot lanes in either direction, with a 18-foot barrier median and adjacent curb & gutter.
- Expand the intersection of Kirk Road and Fabayan Parkway. The lane configurations for north-south legs will consist of dual left turn lanes, three through lanes and a right turn lane. The east-west legs will consist of dual left turn lanes, two through lanes and a right turn lane.
- Expand the intersection of Kirk Road and Illinois Route 38. The lane configuration will consist of dual left turn lanes, three through lanes and a right turn lane on all four legs of the intersection.
- Expand the intersection of Kirk Road and Illinois Route 64. The lane configuration will consist of dual left turn lanes, three through lanes and a right turn lane on all four legs of the intersection.

Section 4 - Kirk Road - Illinois Route 64 to Illinois Route 25

- Develop two 12-foot lanes in either direction, with a 18-foot barrier median, and combination adjacent curb and gutter.
- Evaluate the need for a signalized intersection at Dunham Road and Army Trail Road as development warrants.
- Expand the intersection of Dunham Road and Army Trail Road. The proposed lane configuration will consist of a left turn lane, two through lanes with a shared right turn lane on all four legs of the intersection.
- Stearns Road, Illinois Route 25 and Dunham Road will be realigned to form a major signalized intersection. The lane configuration for north leg consists of a left turn lane and two through lanes and a right turn lane. The south leg consist of dual left turn lanes, two through lanes with a shared right turn lane. The east-west leg consists of a left turn lane, two through lanes and a right turn lane.

EXECUTIVE SUMMARY cont.

Section 5 - Illinois Route 25/St. Charles Street/Villa Street/Center Street/Dundee Avenue - Dunham Road to Congdon Avenue

- Develop two lanes in each direction with barrier/flush median and curb and gutter.
- The intersections of St. Charles with Bent Street and Dwight Street have been identified as candidates for future traffic signals. Signals are proposed to be removed at May Street and at North Street. Geometrics and signage redesign is proposed in the vicinity of the St. Charles/Villa Street/National Street intersection.

Section 6 - Illinois Route 25 - Congdon Avenue to Illinois Route 62

- Develop three 12-foot lanes in each direction, with an 18-foot barrier median and adjacent curb & gutter, north of I-90 (northwest tollway).
- Expand the intersection of Illinois Route 25 and Illinois Route 72. The lane configuration for north-south legs will consist of dual left turn lanes, three through lanes and a right turn lane. The east-west legs consist of a left turn lane, two through lanes and a right turn lane.
- Expand the intersection of Illinois Route 25 and Illinois Route 68. The lane configuration for north leg will consist of a left turn lane, three through lanes with a shared right turn lane. The south leg will consist of a left turn lane, three through lanes and a right turn lane. The east-west legs will consist of a left turn lane, two through lanes and a right turn lane.
- Expand the intersection of Illinois Route 25 and Illinois Route 62. The lane configuration will consist of dual left turn lanes, three through lanes and a right turn lane on all four legs of the intersection.